INDIVIDUAL FLIGHT RECORD	
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## ILECLIATED INDIVIDUAL PLIGHT RECORD

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P—Pflot CP—Copilot N—Navigator C—Commander

\*BUTY SYMBOLS

E—Bomber
OB—Observer
E—Engineer
CG—Gunner

\*\*R—Radio operator
O—Other orce
X—Passongs:

NOTE.—When the airplane is assigned to an organization other than that to which the individual is assigned or attached for flying, show the airplane organization under Remarks, column 8.

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P—Pilot GP—Copilot N—Navigator C—Commander

\*DUTY SYMBOLS
B-Bomber
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NOTE.—When the airplane is assigned to an organization other than that to which the individual is assigned or attached for flying, show the airplane organization under Remarks, column 8. 3-10092

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Lancaster, David B. Gr.

MARRIEN THEORY INDIVIDUAL FLIGHT RECORD MELITER THAN ARE LANGARDER DAVIS DAVIE. NAME MONTHOR Our caller. MARK CARLA AIR CONT. GROCE ORGANIZATION-Assigned APPL TRAVELENGED FROM ORG.—ansated the foreg DATE 1 2 - 2 2 PERSONAL PROPERTY AND PASSED BY SALES AND PASS Order Final Final March RESIDEN Tittera 11-30 15-Minst Missi-Plares-Walley 16 Paller-Dales Holem-Natal intel-Counce Change-Atora Annye-Utunga Agi a-Khapton Zhartama-Fayld 4-9th Parid-Caire PALTES NAMED Local at Payle local at Payle local at Payle 1705 W Lecel strayle 32 BURNETEE Test plut man The secret 6015 J.100 Problem used Six F. T. 2015-105 25-20 Think Six Sayl year 105105 35110 155 U70100 25150 20125 2010 7519125 601CS

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#### INDIVIDUAL PLIGHT RECORD

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#### INDIVIDUAL FLIGHT RECORD

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# OFFICE OF THE CHIEF OF THE AIR CORPS HEADQUARTERS AIR CORPS FERRYING COMMAND WAR DEPARTMENT WASHINGTON, D. C.

August 1, 1941

SPECIAL ORDERS ) NO. 26 )

#### EXTRACT

1. The following named officers and enlisted men, temporarily assigned to the Air Corps Ferrying Command, in accordance with Orders listed below, and under the provisions of letter from The Adjutant General to the Commanding Generals, All Armies, GHQ Air Force, Departments and Corps Areas, etcetera, dated June 5, 1941, file AG 320.2 (6-3-41) MR-M, subject, "Constitution of the Air Corps Ferrying Command" will proceed at the proper times to the United Kingdom and to such other places, as are necessary, in such order as may be directed by the Commanding Officer Air Corps Ferrying Command, on temporary duty for the purpose of operating the North Atlantic Division of the Air Corps Ferrying Command, and upon completion of this duty, will return to their home stations:

Name, Rank and Serial Number	Special Orders	Home Station
Lt. Col. Caleb V. Haynes, (0-11055) Air Corps	Radio.6/6/41 Hdq. P.R. Dept.; AGO Radio.6/30/41; Par. 2, S.O. 17, Hdq. A.C.F.C.; 6/30/41; AGO Radio.7/30/41	Borinquen Field, Puerto Rico
Major Curtis E. LeMay (0-17917) Air Corps	Let. Orders Hdq. A.C.F.C. 6/14/41; & Par. 1, S.O. 19, Hdq. A.C.F.C. 7/3/41.	Westover Field, Massachusetts
Capt. Carlos J. Cochrane (0-339752) Air Corps	Par. 7, S.O. 139, A.B. Hdq. Langley Field, 6/14/41; & Par. 1, S.O. 19, Hdq. A.C.F.C. 7/3/41	Langley Field, Virginia
Capt. James H. Rothrock (0-253574) Air Corps	Par. 7, S.O. 139, A.B. Hdq. Langley Field, 6/14/41; Par. 1, S.O. 17, Hdq. A.C.F.C 6/30/41	Langley Field, Virginia
Capt. David B. Lancaster, Jr. (0-298457) Air Corps	Par. 1, S.O.156, A.B. Hdq. Fort Douglas 7/17/41; TWX Order, W.D., A.C.F.C. 7/18/41	Fort Douglas, Utah
lst Lt. Edson E. Kester (0-22354) Air Corps	Radio. 7/1/41 Hdq. A.F.C.C.; Par. 2, S.O. 18, Hdq. A.C.F.C. 7/1/41; Par. 1, S.C. 19, Hdq. A.C.F.C. 7/3/41	
lst Lt. Wm. N. Vickers, Jr. (0-359104) Air Corps	Par. 2, S.O. 75, 7/12/41, A.B. Hdq. Albuquerque	Albuquerque, New Hexico
lst Lt. Elbert D. Reynolds (0-21570) Air Corps	Radiogram 7/24/41 Hdq. A.C. F.C.; Par. 6, S.O. 86, Albuquerque, 7/25/41	Albuquerque, New Mexico

	CONFIDENTIAL	- 2 -	
	Name, Rank and Serial Number	Special Orders	Home Station
	lst Lt. John B. Montgomery. (0-21546) Air Corps	Par. 7, S.O. 139, 6/14/41 Langley Field; & Par. 1, S.O. 17, 6/30/41 Hdq. A.C.F.C.	Langley Field, Virginia
	2nd Lt. Herbert J. Felton (0-398680) Air Corps	Par. 1, S.O. 146, 7/5/41 Fort Douglas; & TWX Order, A.C.F.C. 7/18/41	Fort Douglas, Utah
	2nd Lt. Earl J. Cooper (0-395120) Air Corps	Par. 2, S.O. 75, 7/12/41 A.B. Hdq. Albuquerque	Albuquerque, New Mexico
	2nd Lt. Erwin R. Kriel (0-398626) Air Corps	Radio. 7/24/41 Hdq. A.C.F.C. Par. 6, S.O. 86, A.B. Hdq. Albuquerque, 7/25/41	Albuquerquė, New Mexico
	2nd Lt. Homer R. Taylor (0-409908) Air Corps	Par. 2, S.0.75, 7/12/41 A.B. Hdq. Albuquerque	Albuquerque, New Mexico
	2nd Lt. Francis B. Rang (0-409905)	Radiogram 7/24/41 Hdq. A.C. F.C., Par.6, S.O. 86, A.B. Hdq. Albuquerque 7/25/41	Albuquerque, New Mexico
	M/Sgt Adolph Cattarius R-1230233	Par.2, S.O. 136, 6/11/41 Langley Field; Par.2, S.O.17, 6/30/41 Hdq. A.C.F.C.	Langley Field, Virginia
	T/Sgt. John W. Freeman 6845148	Par.7, S.O. 139, 6/14/41 A.B. Hdq. Langley Field; Par. 1, S.O. 19, Hdq.A.C.F.C. 7/3/41	Langley Field, Virginia
	M/Sgt. William J. Heldt 46440892	Par. 7, S.O. 139, 6/14/41 Langley Field; Par. 1, S.O. 19, 7/3/41 Hdq. A.C.F.C.	Langley Field, Virginia
	T/Sgt. James E. Sands 6839814	Par.7, S.O. 139, 6/14/41 A.B. Hdq. Langley Field; Par. 1, S.O. 19, 7/3/41 Hdq. A.C.F.C.	Langley Field, Virginia
	T/Sgt Charles M. Kincheloe 6797870	Par.7, S.O. 139, 6/14/41 A.B. Hdq. Langley Field; Par. 3, S.O.17, 6/30/41 Hdq. A.C.F.C.	Langley Field, Virginia
	T/Sgt Richard R. Martin 6126371		Langley Field, Virginia
	T/Sgt Joseph H. Walsh 6836218	Par.7, S.O. 139, 6/14/41 A.B. Hdq. Langley Field; Par.1, S.O. 17, 6/30/41 Hdq. A.C.F.C.	Langley Field, Virginia
	T/Sgt Roy H. Coulter . 6783075		Albuquerque, New Mexico
	S/Sgt Edward Schrempf 5729816		Fort Douglas, Utah
e:	T/Sgt. Francis G. Denery 6699071	Radio. 7/24/41 Hdq. A.C.F.C.	Albuquerque, New Mexico

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	マンマー	
Turk and Sorial Number	Special Orders	Home Station
Name, Rank and Serial Number S/Sgt. Wm. H. Prince 6564705	Par. 1, S.O.146, 7/5/41 Fort Douglas; & TWX Order, W. D. A.C.F.C. 7/18/41	Fort Douglas, Utah
Sgt. Richard J. Barrett, Jr. 6714692	Radiogram 7/24/41 Hdq. A.C.F.C., Par.6, S.0.86 Albuquerque A.B. 7/25/41	Albuquerque, New Mexico
Cpl. Clyde W. Nowlin 6667130	Par. 2, S.0.75, 7/12/41 A.B. Hdq. Albuquerque	Albuquerque, New Mexico
Sgt. Vance H. Spears	Par. 2, S.0.75, 7/12/41 A.B. Hdq. Albuquerque	Albuquerque, New Mexico
6296243 S/Sgt. Leo J. Zulkowski 6827245	Radiogram 7/24/41 Hdq. A.C.F.C., Par. 6, S.O.86, A.B. Hdq. Albuquerque 7/25/41	Albuquerque, New Mexico
T/Sgt. Horace Peck	Par. 4, S.O. 165, 7/16/41 A.B. Hdq. Langley Field	Langley Field, Virginia
6141760 S/Sgt. James A. McVicar	Par. 4, S.O.165, 7/16/41 A.B. Hdq. Langley Field	Langley Field, Virginia
6725300 S/Sgt. Norbert D. Flynn	Par. 4, S.O.165, 7/16/41 A.B. Hdq. Langley Field	Langley Field, Virginia
6830755 S/Sgt. Robert A. Richardson	Par. 4, S.O. 165, 7/16/41 A.B.Hdq. Langley Field	Langley Field, Virginia
6889394 T/Sgt. Robert Showers	Par. 4, S.O. 167, 7/18/41 A.B. Hdq. Langley Field	Langley Field, Virginia
6840712 S/Sgt. Harold L. Showers	Par. 4, S.O. 167, 7/18/41 A.B. Hdq. Langley Field	Langley Field, Virginia
6893248	1=-m of \$6 00 is	authorized for

In lieu of subsistence a flat per diem of \$6.00 is authorized for travel by military aircraft and commercial aircraft as authorized by Section II, Circular 128, War Department, dated November 4, 1940, and for the period of temporary duty outside the continental limits of the United States, in accordance with existing law and regulations, for both officers and enlisted men. Since the duties in connection with this mission are exceptional and will require than 72 hours for their performance, a delay of not to exceed thirty (30) more than 72 hours for their performance, while on temporary duty away from their days at any one place is authorized, while on temporary duty away from their permanent home stations.

Transportation requests submitted by officers will in all cases be substantiated by two copies of these Orders and copies of Operations Order under which travel is being performed.

Per diem vouchers submitted by Officers will be substantiated by two copies of this Order as well as two copies of all Operations Orders under which travel was performed since the last voucher for per diem was submitted.

Travel involved for both the officers and enlisted men is necessary in the military service, and is chargeable to AC 805 Plll-06 A 0021-13.

By order of Colonel Robert Olds:

WILLIAM H. TUNNER, Major, Air Corps, Adjutant,

OFFICIAL:

3 - Under autority contained in letter por it and the subject, "Constitution of tre ... Comps Fert to ...... The Aljutant Comerci to the .or radice, Office, the Company of the Social dated Newsber 7, 1941, tile to C. (52) William Flate To A the following named officers on onlying men will measured at the A.C. inc from Bellier Fine, U. in the trip order and the same the contract of the state of th h to Tell Conce, hi Meshor or B Ungil, Frete Signification en themperary way for the propage to the larger off personal to produce the y two months for the grove of thing to think and include as the operation of  $\mathbb{R}^n$  , the operation of  $\mathbb{R}^n$ if of rouns under more a light may an home and a second ander real form wells and a sure of the policy

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# ATR CLASS FRACTIVES COMMAND ASSAULTS EXVISION OFFICE OF THE GREEN OF THE ATR OURPS TEMPERATE, D. C.

OPERATIONS ORDER)

Hovember 20, 19.

NO.

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Letter 52-20, and ACO letter 300.2 (6-3-11), 181-11, subject, "Constitution of the Air Corps Forrying Corrend", the following named officers and on-listed men will proceed in 18-30 type simplane, Air "orps Bernel Mil-In-1, from Bolling Field, Washington, D.C., to Cairo, Egypt, via the South Atlantic, and return by silitary aircraft, for the purpose of surveying air routes to Horthern Africas

Capt. Joseph 3. Wells, C-21266, AC 2nd Lt. John D. Werlich, C-423975, AC 2nd Lt. Thaddeus S. Zych, C-428099, AC S/Mas. Cecil L. Shackelford, 6346777, AC S/Sco. Albert C. Sewar, 6998013, AC Pfc. John S. Marley, 14023436, AC Pulot duplings davi.ator Positionder Phylineur Ladso Operator

Trival directed is necessary in the military service.

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Michas L. Mosley, Major, Air Comps, Operations Officer

Charles L. MOSINE, Throse, Air Gorpe, Translations Officer.

THOUSE DESCRIPTION

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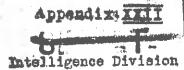
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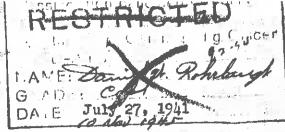
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R. C. HARLET? Major, Air Corps Adjutant

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Sales Sales





SUBJECT: ROUTE NO. 2 - FLORIDA TO MANILA.

TAMPA - NATAL - TAKORADI - KARACHI - SINGAFORE - MANILA

- 1. The following information is supplies relative to the selection of a suitable Air Route for the purpose of ferrying B-17 Airplanes from this country to Manila.
- 2. In the selection of this route, primary consideration has been given to choosing airdromes suitable for use by heavy bombers, distances between landing fields, and physical terrain features. Details of this route are given below.

<u>a</u> .	Tampa to Puerto Rico	1259 miles		100
<u>b</u> .	Puerto Rico to Belem ( (or Fort of Spain)	1830 •	3800 feet	90 Octane
c.	Belem to Natal	925 •	5250	100
<u>d</u> .	Natal to Takoradi	2200 "	3900	87 *
<u>e</u> .	Takoradi to El Geneina	1700	3280	87 #
f.	El Geneina to Assab	1340 *	3940 *	87
g.	Assab to Karachi	1800	4200	87/ "
<u>h</u> .	Karachi to Allahabad	960 "	3000	87/ "
1.	Allahabad to Calcutta	466 •	57100 <u>a</u>	87/ *
1	Calcutta to Rangoon	647	4000 *	87/ "
k	Rangoon to Singapore	1200 *	3390	100
1.	Singapore to Manila	1600 *	5800 *	100
	TOTAL	15927		

3. This route across the Caribbean to Natal, across the South Atlantic to Freetown or Takoradi, across Africa to Assab, across Arabia to Karachi, joining the Imperial Airways to Singapore, and thence to Manila, lies chiefly in the equitorial zone. The majority of the airports are established and contain suitable facilities for operation by B-17's. All of the airports are in daily use, and weather data will be available along the route, secured by radio.



Brig. General Elmer E. Adler, US Military N. African Mission, Cairo, Egypt.

Dear Elmer:

Classification to Recommendation of Comparating Cificer NAFD-ATC NAME: Jan & Polyland G ADE: Caffair DATE 18 NAME 1945

I have tried to find an opportunity to write you at length covering many developments of the past six weeks, but that time has not been available. I have read most of your cables and your letters to Joe Wilson and fully appreciate the tremendous job you have been tackling at long range from the Washington Headquarters, particularly during this critical period of our transition from a material arsenal to a natiom at war.

I will try to cover briefly herewith the present status of certain of the vital questions you have raised so frequently in the past:

The combat echelon B-17 movement: Following closely on the heels of a directive to the Air Force Combat Command to reinforce Hawaii, occupy outlying bases close to the North American continent and to start the immediate organization of new units, the Combat Command received top priority instructions to assemble 80 4-engine crews as rapidly as possible, proceed to Tampa for crew familiarization flights and final check of many new installations on the B-17Es--such as power turrets, etc. The ACFC was directed to supervise the loading of each plane with codes and communications instructions. This was done. All experienced 4-engine crews in the Combat Command had been sent elsewhere or were being utilized in the activation of new units. The first pilots of nearly all of the 80 reinforcing B-17s had never seen their crews before the day they took possession of the plane, were drawn from practically every bambardment unit in the Combat Command, given the minimum transition and sent on their way to Tampa. Frantic cables from Gen. Brett demanded the immediate dispatch of these planes. The situation was weighed as carefully as possible. Minimum essential spares were left on each plane and many were taken off to bring the loadings down to 53,500 which is the absolute maximum allowed by the Materiel Division. The spares which were taken off were forwarded by PAA Clipper to Lagos for transloading via PAA DC-3 to as far along the trans-African air route as they could be moved. Attempts were made by PAA to subcontract with BOAC to move these spares the rest of the

way to Bangalore. The situation was much more critical than has been communicated to you. In fact, if 60% of the aircraft and crews had reached Bangalors, it would have exceeded my estimates. Actually, less than a half-dozen have encountered major damage, although a few are waiting spares, engines and tires -- which are being forwarded as rapidly as they can be procured in this country from depleted stockades. Cargo space eastbound is also extremely limited at the present time owing to the many extremely high priorities received from the highest sources for the transportation of missions to N. Africa, Iran, Russia and China; staff officers to Australia, not to mention the few key technical personnel the ACFC is struggling to obtain to transport to control stops. I have sent Kester along the route in a B-24 with M/Sgt. Cattarius, who is the most capable 4-engine plane mechanic in the air Corps today. His experience on B-17s and B-24s is unparalleled. If anyone can troubleshoot the minor difficulties, I have confidence that he will whip stalled aircraft into shape while Kester works on ship captains to push them along. The difficulties encountered by these crews were anticipated. The situation permitted no alternative. Experienced flight leaders were not available. Crews were complete as to numbers, but horribly deficient in experience. Long range aircraft cannot be flown long distances in visual contact formations. Limitations on the number of airplanes permitted on one airdrome at one time in Brazil, owing to the political situation, sonstituted a movement factor which could not be avoided. I am giving you these facts merely for your own information and not to alibi anything that the ACFC had Our crews as you well know are probably the best in the workd and they have set a high standard of 4-engine operation over long distances which enexperienced crews from the AF Combat Command obviously couldn't match. Not one member of the ACFC constituted a part of any of the 80 reinforcement crews, w which were to stay at destination and join combat with the enemy.

The air transportation picture: There are approximately 12 different contracts now in force between the WD and PAA or its subsidiaries deling with all phases of airdrome construction, operations and ferrying. Most of these contrasts were drawn prior to our entry into the war and involved commercial operating rights for FAA as a commercial airline under govern ment contract. I have had many of the best lawyers in the country working on this proposition for the last six weeks and am not satisfied with anything that has come out of the huddle yet. My directive from Gen. Arnold as of yesterday to militarize all air routes under the direct control of the ACFC, such routes to extand from the U.S. to transfer points immediately behind specified air theaters and Calcutta for the Chinese theater, gives me the opportunity now to place military crews on all cargo and passenger aircraft operating strictly for military purposes. These craws will be placed in operation just as soon as commissioned and finally trained. The entire picture will include a strictly military airway from Miami to Calcutta and

tation. This will be done with a government-owned plane with military crews.

Clipper operations: I do not blame you in the least for being somewhat surprised when Clippers suddenly pop up without any advance information. Charter operations of these Clippers on special occasions have been most secret. The ammunition incident was launched within twelve hours, initially as an emergency reinforcement to Macarthur in the Philippines -- before any of our airdromes had been lost. I had sent B-42s to Australis to shuttle this ammunition in from Darwin. Before the Clippers arrived in India, it had become impossible to get ammunition into the Philippines and the East Indian situation had made it totally inadvisable to risk these unarmed Clippers in that theater. Instructions were then issued to unload at either Karachi or Bombay and to store the ammunition as a credit to Gen. Brett at Bangalore for further transportation to him as soon as he could start a regular shuttle with the 3 B-24s I had loaned him originally to move this ammunition into Macarthur. The same is true of flushing compound, B-17 spares, etc. that had been shipped via PAA to Bangalore to remain on credit for Gen. Brett. The first Clippers on charter carried spare parts for Chennault's P-40s and arrived in the nick of time. His subsequent operations have proved the wisdom of speeding these supplies directly to him for transshipment by CNAC.

d. Personnel: It has been a terrific struggle to obrain experienced or qualified personnel to station at the many ACEC control points along this 10,000 mile air route. They are now becoming available and are being trained as rapidly as possible. They will be sent by air to their respective stations as transportation becomes available. Within a relatively short time I am depending upon the transaction of all ACEC business over the direct communications net now operated by PAA but under the communications control of our coding and decoding personnels at each station. It would be extremely helpful to me if service messages relating to the operation of the ACEC activities could be handled exclusively over this direct communications net leaving cable service free for the traffic involved in either combat or related supply matters pertaining to the Near and Far East respectively.

I em terribly sorry that we have been slightly crossed up on a limited number of occasions. The pressure on me has been direct and furious. I must exercise direct control of my personnel are to be available to me to carry out orders I have issued to them. I hope these matters have been straightened



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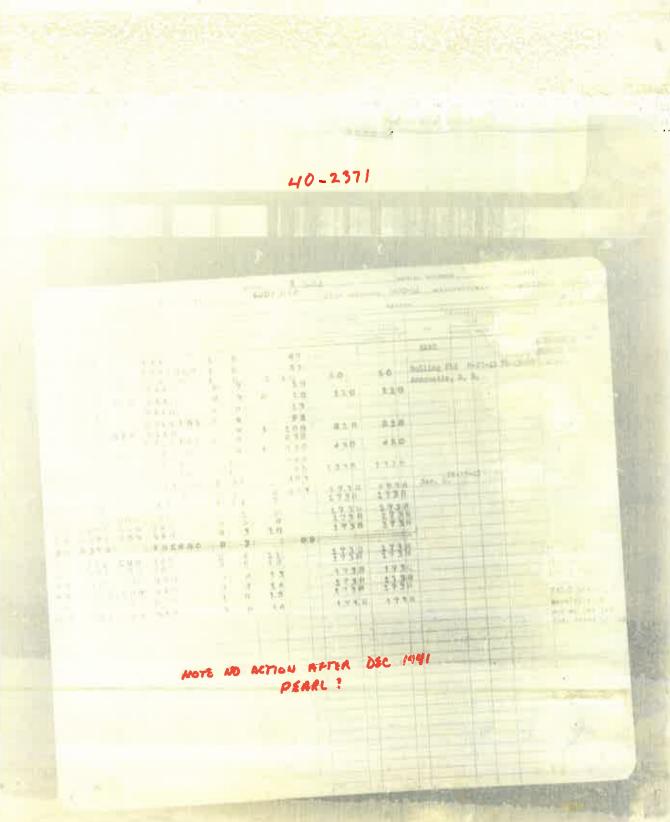
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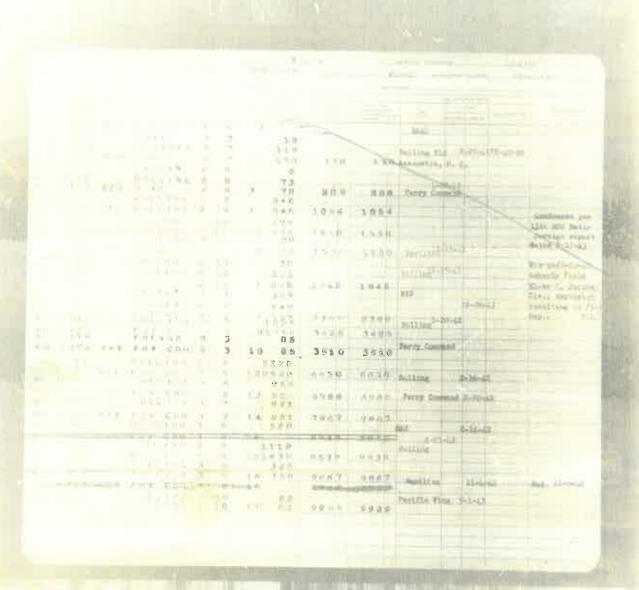
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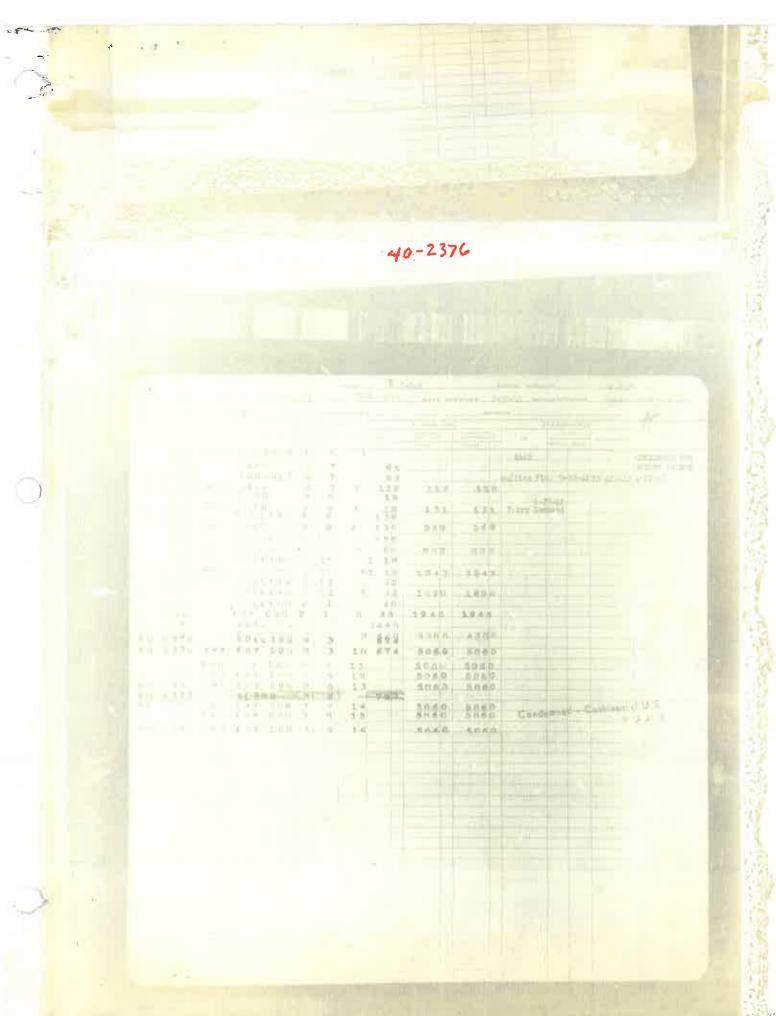
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